

OUR JOBBING DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

* CHINA MAIL OFFICE.

China Mail

Established February, 1843.

THE HONGKONG CHINESE MAIL.
報日字華語
Hongkong Wa Tei Po.
ISSUED DAILY.
CHUN UN MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hong
Kong. One dollar, \$1.00 per annum,
including postage.

VOL. XLX. No. 9866.

號八月九日四十九百八千一英

HONGKONG, FRIDAY, SEPTEMBER 28, 1894.

日九月八日午

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND
TAIWANFOO.

The Co.'s Steamship

Capt. BATHURST, will be
despatched for the above
Ports on SUNDAY, the 30th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAK & CO.,
General Managers.

Hongkong, September 27, 1894. 1567

FOR SINGAPORE, PENANG, AND
CALCUTTA.

The Steamship

Lightning, will be despatched for the
above Ports on WEDNESDAY, the 3rd
Proximo, at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, September 27, 1894. 1563

NAVIGAZIONE GENERALE
ITALIANA
(FLORIO & BURATINO UNITED COMPANIES).

STEAM FOR

SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, (LEGHORN),
and GENOA; all MEDITERRANEAN,
ADRIATIC, LEVANTINE and SOUTHERN
ASIAN PORTS, UP TO CALICO. Taking Cargo
at through rates to PERSIAN GULF
and BAGDAD.

The Steamship

Biscesa, Capt. C. BARBARO, Master, will
be despatched as above
on THURSDAY, the 4th October, at
Noon. At BOMBAY the Steamers are discharging
in VICTORIA DOCK.

For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, September 27, 1894. 1564

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship

Ungaria, J. E. WILLIAMS, Comdr.,
will be despatched as above
on SATURDAY, 6th Proximo, at
3 p.m.

The attention of Passengers is directed
to the Superior Accommodation offered
by this Steamer. First-class Saloons
situated forward of the Engine
A Refrigerating Chamber ensures
the supply of Fresh Provisions during
the entire voyage. A duly-qualified Surgeon is
carried.

For Freight or Passage, apply to
BUTTERFIELD & SWINE,

Agents.

Hongkong, September 24, 1894. 1560

STRATH LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

Strathmore, Comdr. CORNACK, will be despatched for
the above Port on or about WEDNESDAY,
the 10th October.

For Freight or Passage, apply to
DODWELL, CARLILL & CO.,
Agents.

Hongkong, September 18, 1894. 1563

Sailing Vessels.

FOR NEW YORK.

The 3/3 J.I.I. American Barque
George S. Homer, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
SHEWAN & CO.

Hongkong, August 20, 1894. 1557

FOR NEW YORK.

The 3/3 J.I.I. American Ship
Sisyphus, Capt. NICHOLAS, will load for the above Port
and have quick despatch.

For Freight, apply to
SHEWAN & CO.

Hongkong, August 22, 1894. 1571

FOR NEW YORK.

The A.I.I. American Ship
Wandering Jew, Capt. NICHOLAS, shortly expect-
ed, will load for the above Port,
and will have quick despatch.

For Freight, apply to
SHEWAN & CO.

Hongkong, September 22, 1894. 1556

Insurance.

THE MEIJI FIRE INSURANCE
COMPANY, LIMITED,

OF TOKYO.

THE AGENCY of the above-named
Company, having this Day been
transferred to the Underwriters, they are
not prepared to ACCEPT RISKS again
FIRE or Current Risks.

For the MINIUS BUSSAN KAISHA,
K. FUKUJI, Manager.

Hongkong, July 2, 1894. 1507

Intimations.



NOTICE TO MARINERS.
APPROACHES TO HONGKONG.

THE 'BOKHARA' BUOY has been
REPLACED.

R. MURRAY BUMSEY,
Reid, Comdr., R.N.,
Harbour Master, etc.

HARBOUR DEPARTMENT,
Hongkong, 26th September, 1894. 1555

THE CHINESE INSURANCE
COMPANY, LIMITED
(IN LIQUIDATION).

NOTICE is hereby given that a FIRST
RETURN OF CAPITAL Amounting to
\$7.50 per SHARE has been declared in
this matter.

SHAREHOLDERS on the Register can obtain
PAYMENT of this on producing their
Scrip to the HONGKONG and SHANGHAI
BANKING CORPORATION on and after the
20th SEPTEMBER, 1894, and on signing
the Form of Receipt to be obtained at the
said Bank.

Hongkong, 21st day of August, 1894.
J. GOOSMAN,
Liquidator.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a Twenty-First Ordinary Yearly MEET-
ING of the SHAREHOLDERS of the
Society will be held at its Head Office,
Hongkong, on SATURDAY, the 6th
October, at Noon, for the purpose of
receiving the Report of the Directors,
together with Statements of Accounts for
the year 1893, and for the half-year ending
the 30th June, 1894.

The Transfer BOOKS of the Society
will be CLOSED from the 25th September
to the 6th October, both days inclusive.

By Order of the Board,

DOUGLAS JONES,
Acting Secretary.

Hongkong, September 21, 1894. 1527

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

SHAREHOLDERS are hereby informed,
that at a General Meeting in London,
an Interim DIVIDEND of 3 1/2 % was declared
on the Company's Preference Shares, for the
6 Months ending 30th June, this being
at the Rate of 6 1/2 per Annum.

The DIVIDEND WARRANTS will be
ready to issue on the 1st October.

The Transfer BOOKS of the Company
are CLOSED till the 1st Nov.

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, September 26, 1894. 1549

WANTED, A MANAGER for the
HONGKONG HOTEL on or before
1st MAY next.

Salary, \$200 per month and Commission.
Guaranteed Minimum of the latter at the
Rate of \$125 per month.

Apply to

THE SECRETARY,
HONGKONG HOTEL CO., LTD.

Hongkong, September 20, 1894. 1515

NOTICE E.

THE Undersigned are prepared to GIVE
ESTIMATES for Fitting the PATENT
PROCESS on Land and MARINE BOILERS
for Burning CHARBOUNAGE Coal Dust.

GORDON, BOWMONTON BOURNAL,
East Farns.

Hongkong, August 20, 1894. 1548

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1893. 228

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORA-
TION. Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at
3 1/2 PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 5 PER CENT. per
annum.

For the Hongkong and Shanghai
Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE NATIONAL BANK OF CHINA,
LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.
SUBSCRIBED CAPITAL.....\$2,500,000.

HEAD OFFICE—HONGKONG.

Directors.

D. GILLIES, Esq.

H. STOLTERFOFT, Esq.

CHAN KIT SHAN, Esq.

W. F. PLAYFAIR.

Branches.

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI

AMOY.

Banks.

THE COMMERCIAL BANK OF SCOTLAND.

PARK'S BANKING CO. and THE ALLIANCE
BANK (LTD.)

Interest for 12 months 5 %.

Hongkong, May 24, 1893. 47

Business Notices.



NOTICE TO MARINERS.

APPROACHES TO HONGKONG.

THE 'BOKHARA' BUOY has been
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R. MURRAY BUMSEY,
Reid, Comdr., R.N.,
Harbour Master, etc.

HARBOUR DEPARTMENT,
Hongkong, 26th September, 1894. 1555

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said Bank.

Hongkong, 21st day of August, 1894.
J. GOOSMAN,
Liquidator.

HONGKONG, FRIDAY, SEPTEMBER 28, 1894.

LANE, CRAWFORD & CO.

NOTICE TO MARINERS.

APPROACHES TO HONGKONG.

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HARBOUR DEPARTMENT,
Hongkong, 26th September, 1894. 1555

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Hongkong, 21st day of August, 1894.
J. GOOSMAN,
Liquidator.

HONGKONG, FRIDAY, SEPTEMBER 28, 1894.

Entertainments.

THEATRE ROYAL,
HONGKONG.
THE BLACK PLAGUE.
THE HONGKONG MINSTRELS
will give
TWO MORE OF THEIR
POPULAR ENTERTAINMENTS,
For the Benefit of the Plague Workers.
Under distinguished Patronage and
Support.

THE DATES OF THE PERFORM-
ANCES WILL BE ANNOUNCED.
ENTIRE CHANGE OF PROGRAMME.

Popular Prices, - \$2 and \$1.
Soldiers and Sailors in uniform, Half-prices
to Back Seats only.

Doors open at 8.30. Commencing at
9 o'clock precisely.

Plan and Tickets at Mearns, KELLY AND
WALSH, LIMITED.

Seats may be Booked on and after Saturday,
25th September.

A SPECIAL TRAM will run to the Peak,
and a SPECIAL LAUNCH to Kowloon, 15
minutes after each Performance.

WILLIAM BLAYNEY,
Hon. Secretary.

Hongkong, September 22, 1894. 1463

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI
The Co.'s Steamship
Achilles, will be
dispatched above to
MORROW, the 23rd instant, at 4 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 28, 1894. 1558

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

FOR LONDON VIA PORTS OF CALL
The Co.'s Steamship
Outra, J. Davis, Commander,
will be dispatched as
above on MONDAY, the 1st October, at
2 p.m.

For Freight, apply to
ARNHOLD, KARIBING & Co.,
Agents.

Hongkong, September 28, 1894. 1526

FOR YOKOHAMA.
The Steamship
Diversity,
Captain GARNSWORTHY,
will be despatched for the
above Port at 5 p.m., on SATURDAY, the
6th October.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, September 28, 1894. 1567

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG
China (via Nagasaki), WNESDAY, Oct. 3.
Kobe, Inland Sea at daylight.
and Yokohama...).

Peru (via Nagasaki), SATURDAY, Oct. 9.
Kobe, Inland Sea at 1 p.m.
and Yokohama...).

City of Rio de Janeiro
(via Nagasaki), WNESDAY, Oct. 7.
Kobe, Inland Sea at 1 p.m.
and Yokohama...).

THE U. S. Mail Steamship *CHINA*
will be despatched for SAN
FRANCISCO, via NAGASAKI, KOBE,
INLAND SEA and YOKOHAMA, on
WEDNESDAY, 3rd October, at daylight,
taking Passengers and Freight for Japan,
the United States and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.

Turnpike Passage Tickets granted at
England, France, and Germany by all
trans-Atlantic lines of Steamers, and to the
principal cities of the United States or
Canada. Rates may be obtained on applica-

tion.

Passenger holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment
of \$10.00 Gold in addition to the regular
tariff rate.

Passengers holding orders FOR OVER-
LAND CITIES in the United States have,
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE and the
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railways, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Pass-
enger Packages will be received at the office until
5 p.m. same day; all Freight Packages
should be marked to address in full; value
of same is required.

General Invoices to accompany Cargoes
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Offices in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 7, Praya Central.

C. L. GORHAM,
Acting Agent.

Hongkong, September 28, 1894. 1513

Dakin, Cruickshank &
Company, Ltd.

VICTORIA DISPENSARY.

EUCALYPTUS OIL.

MESSRS. DAKIN, CRUICKSHANK
& Co., Ltd., were the first to intro-
duce EUCALYPTUS OIL into HONGKONG
and the quality of their import is still
unparalleled.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 28, 1894. 1559

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship
Achilles, will be
dispatched as above on
TUESDAY, the 2nd Prox., at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 28, 1894. 1558

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

(Taking through Cargoes for SULU, MENADO
and GORONTALO).

The Co.'s Steamship
Mennan, Captain BRANCHE, will be
dispatched as above on
WEDNESDAY, 3rd Prox., at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 28, 1894. 1552

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the
elegant Building known as 'CON-
NAUGHT HOUSE', offers First-Class Accom-
modation to Residents and Travellers.

Passenger Elevator, from Entrance Hall
to each Floor, in charge of experienced
Attendant.

Favourable Arrangements made for
Families and for Monthly or Extended
Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, September 28, 1894. 1564

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship
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dispatched as above on
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Hongkong, September 28, 1894. 1559

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Hongkong, September 28, 1894. 1552

THE CHINA MAIL.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 28, 1894. 1558

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and GORONTALO.

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FOR SULU, MENADO
and GORONTALO.

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WEDNESDAY, 3rd Prox.,

The Singapore Free Press of the 21st inst. says:—We are informed from the Colonial Secretary to-day that "Quarantine is removed from all arrivals from Hongkong. Restrictions on Chinese Immigration from Amoy, Swallow, Canton, Macao and Hongkong are also withdrawn." This is the consummation of the last paragraph of the Colonial Secretary's letter. It is a matter of congratulation, both for this Colony and for Hongkong, that the restrictions placed on commerce for the last four months are now able to be removed.

The Manager of the Amalgamated Telegraph Companies informs us that "bonds for Commercial Code Telegrams are now paid for Fuchow." The addresses of such telegrams having entered into a bond to furnish a true translation to the Chinese authorities in Fuchow!—What next?

The Amity Rifle Competition for a handsome silver cup presented by Baron Von Moltke, which was decided at Poona on the 8th inst., Mr. Scammon and Colonel Canning took the winners, their total aggregate score being 67. Each competitor had five shots at 60 yards and five at 100 yards. At the shooting range, the target was a bounding tiger, the lady and gentleman of each affinity firing alternately, the former sitting and the latter standing. At the longer range the targets were fixed tigers and the firing independent. Captain and Mrs. Haynes made the best score at the first distance, but with the bad light when shooting at the longer range, they broke down. 19 was the best individual score made at the moving target: the only lady who made this score was Mrs. Haynes; Mr. F. P. F. C. Burgess, and Mr. Wellesley, M.A., were the only three gentlemen who did so. The best individual score at the 100 yards range was 23 made by Mrs. Vidal, four shots out of five being bull's eyes. Mrs. Batters made 19, and Mrs. Scammon 18.

THE SANITARY BOARD.

The Sanitary Board met this afternoon, Mr. F. H. May (Captain Superintendent of Police) presiding. There were also present Mr. W. Chatfield (Acting Director of Public Works), Mr. R. K. Leigh, Dr. Ho Kai, and Mr. E. A. Ram (Acting Secretary).

THE CAUSEWAY BAY SQUATTERS.

Mr. Leigh, pursuant to notice, asked what was being done by the Government to provide accommodation for squatters, evicted from Messrs. Jardine, Matheson & Co.'s land at Causeway Bay on account of nuisance.

The President—I am not in a position to give you any information on the subject; I do not represent the Government on the Board—in fact, the Government has no representative on the Board. If the Board desires this information from the Government, the question should be addressed to the Government; but I myself do not see that it concerns the Board at all, and I should be averse to asking the Government this question. We are on our own with the mitigation of the nuisance on the property of Messrs. Jardine, Matheson & Co., and we are not concerned with what becomes of the squatters. If Messrs. Jardine, Matheson & Co. wish accommodation to be provided for the squatters elsewhere, it is their business to arrange the matter with the Government or in some other way.

Mr. Leigh said his only reason for asking the question was that he feared the action of the Board might result in hardship to the squatters, and that was why he had declined to vote on the question when it was decided at the previous meeting.

Ultimately Mr. Leigh gave notice to move that the time for the squatters to be ejected be extended from one month to January 1st next.

THE WATER WORKS.

The motion notified by Mr. Francis, with reference to the Board retaining control of the water works, was held over owing to the mover's absence.

MORTALITY STATISTICS.

For the week ending Sept. 22, the total deaths were 74, being at the rate of 16.1 per annum for thousand of estimated population, against a rate of 20.2 for the previous week and 28.8 for the corresponding week of last year.

HYGIENE.

REWARDS TO PLAGUE WORKERS.—To the Editor of the 'CHINA MAIL'.

CORRESPONDENCE.

PLAQUE GERMS.
To the Editor of the 'CHINA MAIL'.

Sept. 27.—"Experience teacheth!" And do not the late horrors of Hongkong bring conviction to all unbiased minds that any half-and-half measures to stamp out the plague, and the possibility of a recurrence of the evil, will be worse than suicidal? The seed of the plague still exists in Hongkong without doubt, but are non-active in their destruction. Men of science have found the germs in the ground. Are they dead? Are they simple in a state of dormancy? The latter has been suggested to us as the most probable, and it only requires the agent to come round again when they may come out of their dormant state and become infested with perhaps more malignant virulence than was shown during the worst days of the late epidemic.

We all know that the tortoise at certain seasons in certain climates becomes dormant for a long period. The frog, too, goes into a state of coma sometimes, and even the mouth is closed over by a thin skin; in due time regains its normal condition, and matters will then go on as before for good or evil. Can we not draw a lesson from this? And who shall say that the plague bacteria do not experience similar changes? It is a fact that the plague in Southern China mostly prevails at the very time of year that Hongkong and Canton suffered a short time ago, and it seems to me that this should give food for reflection to whether or not the theory of a dormant state does not exist.

I read some little time ago in one of the daily papers that there had disappeared the evidence in the bacteria found in the ground, as this happened about the time that a great change had taken place for the better; but we may not view it as a proof that the dormant state was approaching. Some months ago, and so far as I am aware before anything had appeared in print concerning it, I wrote to the *North-China Daily News* under the heading above, urging utter demolition of the infected parts of Hongkong, and a re-modelling of many of the dwellings, and that are built on the flat principle.

We are taught that 'Prevention is better than cure.' This motto cannot be applied in its entirety to Hongkong; prevention measures may still be taken and continued, but a cure has to be effected.

The plague has been here, and at the present time it lies dormant in its bed of noxious matter, may be to break out again in due season in all its horror, with terribly calamitous results to the native and foreign population alike. The comparative immunity enjoyed by foreigners during the late outbreak is no guarantee of safety should it appear again, and the most extreme measures should be adopted to force the Government to do this.

The people that allowed Tsin-kuo-han to become a hot-bed of filth, the filthiness wherein alone the microbe can dwell—should be known no more here.

The very source of the disease—the ground that now contains the seed, and the houses that are only monuments of death, should be uprooted, and be subjected to such a non-falling process of burning, that no doubt shall remain as to its results. Anything short of this will be sanitary barbarism and worthy only of the days when sanitation bore a very small imprint on the minds of the most enlightened and scientific.

Action is necessary, and it is only by the most drastic measures, excessive cleanliness and watchfulness, that the disease can be warded off, or stamped out.

The vigorous enforcement of the proposals for the complete demolition of the infected district, and any other suspected insanitary dwellings, can alone save Hongkong.

Professor Crookshanks said, a short time ago, while delivering a lecture at King's College, that, "400,000,000 bacteria, spread in a single layer, occupy only the space covered by a postage stamp." The increase from a single bacteria, was 16,500,000 in 24 hours.

I trust that the theory of 'domestic plague bacteria' will receive due attention—Yours,

J. NO. J. FRANCIS.

Surgeon-Major James, in reply to my query, wrote:—I beg to state for the information of the Board that I expect to leave Hongkong for an unknown period in the beginning of next month, and I think that in consequence of certain preparations which I have to make for the China-Japan campaign I must be to be absent from further service on the Sanitary Board and that my place may accordingly be disposed of. I regret not to have been in a position to give more timely notice, but my departure was quite unforeseen.—I am, etc.

H. E. R. Surgeon-Major, A.M.S.

The following minute was appended:—

Mr. J. J. Francis, Q.C.—Surgeon-Major James will have to send in to the Government a formal letter resigning the appointment. I intend at next meeting to propose a vote of thanks to Dr. James.

Mr. Chatfield suggested that as Mr. Cooper, Director of Public Works, would probably arrive in Hongkong about ten days hence, the Pig and Sheep Depot Committee might then be entirely reconstituted.

HOUSE DRAINS.

The Sanitary Surveyor reported recommending redrainage of houses in Wing Wo Street, Wing Shing Street, East Street, First Street, and Queen's Road West.

With the first report was a memo, by the temporary inspector of the Board:—

With regard to No 30, Wing Wo Street, I have to report that I found the ground floor in a terrible state. There is no kitchen; the rear portion of the floor has been partitioned off and used for the purpose, and also appears to serve as a stable. This place was full of filth and slush. What appeared to be the mouth of a drain was covered with some loose bricks, and on removing these to flush the place out a terrible smell rose from the drain.—W. D. FINNIS, Corp., R.E.

The following minute was appended:—

Dr. Haynes—Are the houses in a fit state of habitation even with the drainage improved?

Mr. R. K. Leigh—The branch drains and house arrangements should be put in order.

DRAINAGE BYELAW.

A man of correspondence, mostly published some time ago, refers to difficulties between architect and the Sanitary Surveyor, who was brought up again. The question was whether the Surveyor's requirement to "recline in accordance with byelaw," was sufficient, or whether he should specify in full detail how the work must be done, as some of the bylaws were sometimes vague.

Referred to Sanitary Surveyor.

SEAWASHING.

Mr. Leigh gave notice to move at the next meeting that a committee be appointed to report on the best steps to be taken for the more efficient scavenging of houses in the Colony.

ADJOURNMENT.

The Board adjourned to Thursday next.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before His Honour Mr. A. G. Wise, Acting
Puisne Judge).

Friday, September 28.

LAWYER'S FEES.

Mr. M. J. D. Stephens sued the King Wo Cheong for \$64, rent due. The plaintiff appeared to conduct his own case, and Mr. E. G. Grist appeared for the defendant. The claim was admitted, and judgment was given by consent, with any of execution.

Costs to the King Wo, my lord!

His Lordship—Yes, but you are appearing for yourself, are you not?

Mr. Grist objected to Mr. Stephens obtaining costs for himself.

Mr. Stephens said he had been obliged to obtain legal advice because he understood Mr. Grist was intending to dispute the claim.

His Lordship—Whose advice did you take—your own? If you had engaged some one else, you would get costs for that but not for yourself. As plaintiff you might have to go into the witness box, and could not go with your own.

Mr. Stephens—I would take it off then. I think there is a precedent.

His Lordship—You would be in a very anomalous position; you cannot be both plaintiff and solicitor. Costs not allowed.

REJECTION.

Chen Shang, a widow, applied for an injunction against Mok Kai, tenant of a room in her house.

Defendant said he was willing to leave but could not remove so many typewritten books.

His Lordship—Well, you have a chance now; there is no typist just now. How long will it take you to get removed?

Defendant said he expected he would be able to find a house in two or three days.

His Lordship—Well, you are about to move again; you have a chance now.

Defendant—There is a precedent.

His Lordship—You would be in a very anomalous position; you cannot be both plaintiff and solicitor. Costs not allowed.

Defendant—But I have no money. How can I get it?

The Interpreter—Well, never mind, you have to get it somehow.

THE PUNJOM MINING COMPANY.

MANAGER'S REPORT.

The Secretary of the Company, Mr. A. O'D. Gourdin, sends us the following report:—

Punjom, 31st August, 1894.

August Shaft.—The bottom level north has been extended 5 feet 6 inches and is now in what appears to be true hanging wall country rock. We may, however, continue this level a few feet more so as to prove beyond doubt that there is nothing left in that direction. The trial length of this drive from shaft is 155 feet.

No. 1 East.—Not much progress has been made here owing to the ground being very hard and bad for blasting. I think, however, that a change for the better is taking place, and that the next month should show better results. Distance driven 9 feet 6 inches. Total length from North drive 28 feet.

No. 2 East.—This level was commenced in the early part of the month on the best looking part of the ledge to go back east, and junction with the north and south ledge. After driving 29 feet, it reached a class of ore very similar to that seen in our north and south ledge, where the boulders were found, and fresh gold could be got both in the stone and by washing—in fact specimen gold was got on one occasion.

She has been getting ready for years past and is armed at all points for the shaft. Whilst the Japanese fleet has been harassing the principal harbours on the Chinese western coast, been mined by the Japanese against hostile intruders. This is no mere first war between Japan and China that has been carried on in the territory of the unfortunate Koreans.

Hideyoshi was fighting the Coreans and the Malay Peninsula, and British North Borneo, the youngest but least promising outlet for European enterprise, but still a hotbed of native labour, in conjunction with a steady flow of agricultural immigration to justify the wish of those who have embarked in its development.

As many of our readers are aware the enormous cost of obtaining what are known as "contract coolies" has materially retarded the success of the principal industry yet developed in this Territory—the cultivation of tobacco. Attempts have from time to time been made to reduce this cost, but without success. During the past two or three months however a most beneficial change has been brought about by the fact that men of non-Caucasian blood alone fulfil the necessary conditions of being satisfied with low wages, while able to endure exposure in a tropical or sub-tropical climate. Transcontinental railways, the digging of guano, and tapioca have all required tropical labour. It is perfectly true that the pressing need for their services having passed, a reaction has set in where large white populations have spread over territories originally prepared for their reception by the hardworking Chinese and Hindoo. None the less is it true that the demand for such labour must ever exist while the white workman is unable to stand tropical exposure. Such is the case throughout Netherlands India and the Malay Peninsula, and British North Borneo, the youngest but least promising outlet for European enterprise, but still a hotbed of native labour, in conjunction with a steady flow of agricultural immigration to justify the wish of those who have embarked in its development.

Yesterday the fleet sailed for Ceylon, excepting the *Jing-ko*, which had left the previous day for Nanking.

Activity remains high to the present. The fleet is expected back about the 1st of October. The French flagship *Bayard* came in shortly before the departure of the British *Centurion* and *Admiral* were "at home" to a party of visitors from the shores to witness the race for the *Admiral's Cup* which was won in admirable style by Commander Fisher.

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Mails.

Mails.

Intimations.

For Sale.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Occidental & Oriental Steamship Company.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belpic (via Nagasaki, WEDNESDAY, Oct. 10, Kobe, Inland Sea) at 1 p.m.

Oceania (via Nagasaki, Kobe, Inland Sea) TUESDAY, Oct. 30, Sea, Yokohama) at 1 p.m.

Zealand (via Nagasaki, Kobe, Inland Sea) TUESDAY, Nov. 20, and Yokohama) at 1 p.m.

THE Steamship BELGIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 10th October, at 1 p.m., connection being made at Yokohama with steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

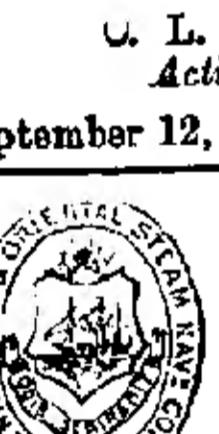
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China except to Europe.

All Parcel Postages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM,
Acting Agent.

Hongkong, September 12, 1894. 1476

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR:
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

PORTS OF BRAZIL AND LA PLATA.

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G. DE CHAMPEAUX,
Agent.

Hongkong, September 20, 1894. 1512

NOTICE.

STEAM FOR:

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID.

NAPLES, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS:

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHPAMPTON TO LAND PASSENGERS AND LUGGAGE.

N. B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 16th day of October, 1894, at 3 p.m., the Company's S.S. DARMSTADT, Capt. D. HOBEMANN, with CARGO, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENEVA.

Shipping Orders will be granted till Noon on SUNDAY, the 13th October, Cargo and Specie will be received on board until Noon, on MONDAY, the 15th October, and Parcels will be received at the Agency's Office until Noon, on SUNDAY, the 14th October. Contents of Packages are required. No Parcel Receipts will be issued at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Steward.

Linen can be washed on board.

For further Particulars, apply to

MELL-DYER & CO., Agents.

Hongkong, September 22, 1894. 1531

INTIMATIONS.

WEEKLY NEWS FOR HOME.

The Overland China Mail.

IS PUBLISHED to suit the Departure of each English and French Mail Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China hands, at Hongkong and also among residents at the Treaty Ports and in the interior, it often special advantages to advertisers.

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Single Copy, 0.30.

China Mail Office, Hongkong.

THE CHINESE MAIL

報日字華

(Wah Tsu Yat Po).

P. & O. S. N. Co.'s Office,

Hongkong, September 27, 1894. 1556

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

S.S. [] Tuesday October 10.

Vidoria [] Tuesday November 6.

Tacoma [] Tuesday December 11.

S.S. [] Tuesday Jan. 1, 1895.

Vidoria [] Tuesday Jan. 22, 1895.

THE Steamship SIKH, Captain J. Rowley, sailing at Noon, on TUESDAY, the 16th October, will proceed to VICTORIA, B.C. and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Official Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the office of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, September 27, 1894. 1551

GEO. MURRAY BAIN,

China Mail Office.

* Founder's share.

NOTICE.

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G. DE CHAMPEAUX,

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Hongkong, September 20, 1894. 1512

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